AN AMERICAN fisherman

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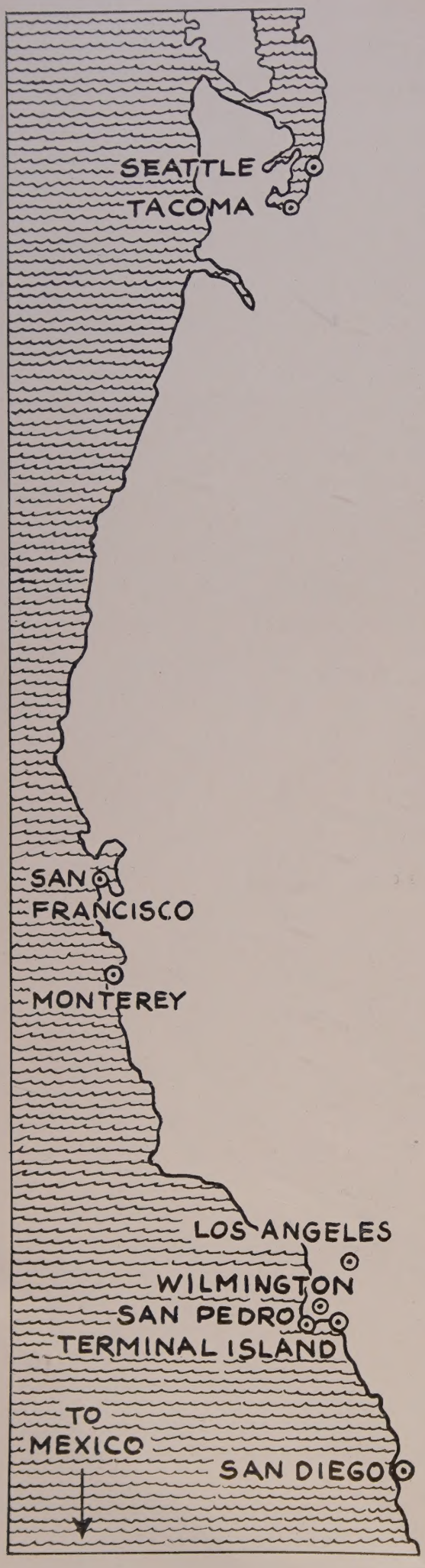
N THIS ISSUE

- Report from Washington
- Hawaiian Gateway
- The Globe
- FAO Fisheries Work
- Ebb 'n Flow
- Progress and Production

FROM THE OCEAN TO THE CANNERY



To Sell This Big Industry...

THIS magazine is dedicated to the advancement of the commercial fishing interests of the West Coast, with emphasis on Southern California where the annual fish pack exceeds $250,000,000.

Every year more than 900,000,000 pounds of edible fish go from Southern California's canneries to consumers around the world. Similar staggering totals are reported for the fresh and frozen fish divisions of the industry.

This shows the importance of the "spots" we cover as a market for your own products . . . an industry of vast size yet so compact that one medium in Southern California covers it. Your advertising messages in this magazine offer a quick and sure way to reach tremendous buying power.

We serve the industry—from the crews of the fishing vessels which scour the Pacific Ocean for tuna and the many other fine fish taken in these waters, to the highly paid and capable business executives of fishery processing plants.

This magazine will hit the right spots for you and your products to score sales gains . . . it literally blankets the Southern California fishing industry. Why not put this to work for you now . . . let it help sell your products!

You Need . . .

PAN AMERICAN fisherman

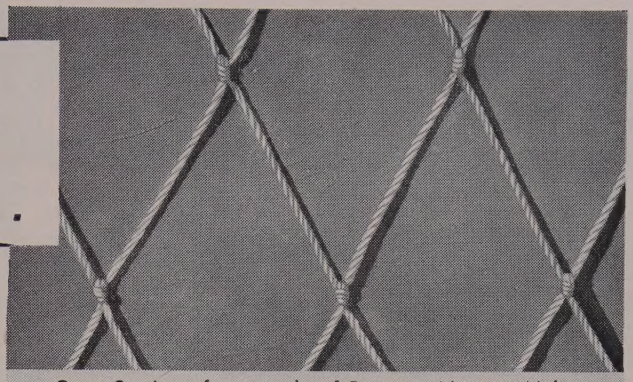
. . . the ONLY commercial fishing magazine published in the State of California

CALIFORNIA PRODUCES MORE THAN ONE-THIRD OF THE ANNUAL SEAFOOD CATCH OF THE U.S.

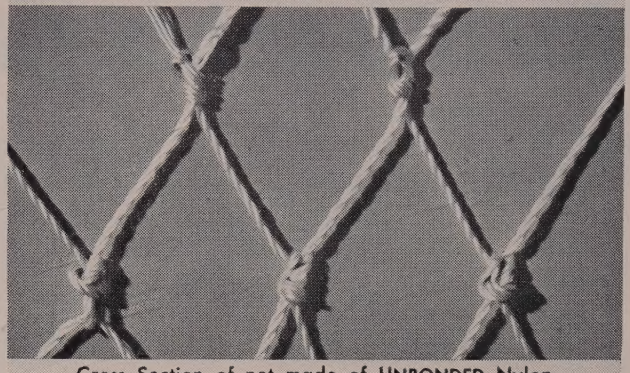
THE CAMERA TELLS the STORY...

KNOTS DON'T OPEN

when nets are made of



Cross Section of net made of BONDED NYLOCK Nylon



Cross Section of net made of UNBONDED Nylon

BONDED NYLOCK® Nylon

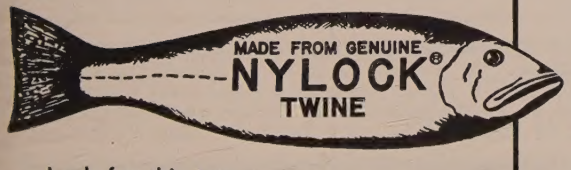
Just take one look at the above close-up photographs of two sections of netting — one made from BONDED NYLOCK Nylon and the other from UNBONDED Nylon. See the strong, tight knots in the BONDED NYLOCK net . . . see the loose, open knots in the UNBONDED net. Nylon nets have been *proved* to catch from 3 to 12 times as many fish. So don't take chances on losing part of this valuable haul . . . insist on nets made from BONDED NYLOCK Nylon whose tight, strong knots don't slip — won't let fish escape — keep mesh sizes constantly uniform

In addition — NYLOCK Nylon's patented BONDED process

- strengthens the net — lengthens its life — reduces its stretch
- makes nets much easier to handle by absorbing less water
- practically eliminates cleaning and mending
- prevents discoloring, mildewing and rotting
- requires no preservatives — needs no drying, thus one net does the work of three
- prevents fraying or fuzziness to catch marine growth and cause net deterioration — to catch phosphorescence and warn the fish away

For further information, get in touch with one of the following manufacturers who make nets of BONDED NYLOCK NYLON *Twine:*

R. J. EDERER, 540 Orleans St., Chicago, Ill.; Unity and Elizabeth Sts., Philadelphia, Pa.
PAULS FISH NET CO., 357 W. Ohio St., Chicago, Ill
ADAMS NET & TWINE CO., 701 N. 2nd St., St. Louis, Mo.
THE FISH NET & TWINE CO., 310 Bergen Ave., Jersey City, N. J.
A. M. STARR NET CO., East Hampton, Connecticut



Look for this tag on your netting. It identifies the genuine **BONDED NYLOCK NYLON**

*BONDED NYLOCK NYLON TWINE PRODUCED BY:

The **HEMINWAY & BARTLETT** *Mfg. Co.*

500 Fifth Avenue, New York 36, N. Y

Pacific Coast Representative: **J. W. ASHLEY,**

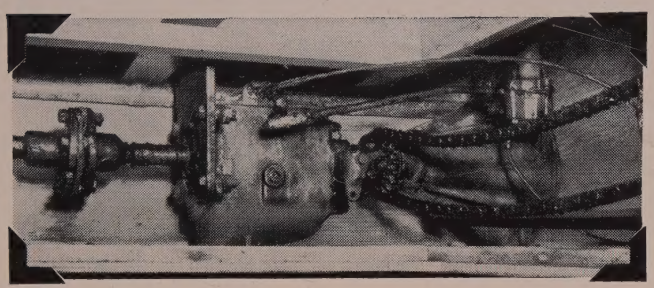
1940 26 Avenue North, Seattle 2, Washington

* U. S. PATENT NO. 2590586

STANDARD ENGINEER'S REPORT

DATA	
LUBRICANT	RPM Gear Lubricant
UNIT	Fishing boat — "Jimmy Boy" Transmission & differentials
OPERATION	Hoisting nets
CONDITIONS	Heavy drag on gears, salt water
OWNER	Frank Iacono, San Pedro, Calif.

Wear cut in net-hoist gears under tough conditions!



THIS GEAR ASSEMBLY, lubricated with RPM Gear Lubricant, is used to operate the net-hoist on the Fish Boat, Jimmy Boy, owned by Frank Iacono, San Pedro, Calif. Located under the deck, the gear case is often completely surrounded by wet fish and dripping salt water. Since using RPM Gear Lubricant, however, there has been no appreciable gear or bearing wear of any kind.

THE JIMMY BOY is 37½ feet long with a 12 foot beam, and is powered by a 3 cyl. GMC diesel. She fishes at night, mostly for mackerel and sardines.

HAULING IN SEVERAL TONS of fish every night is the job of this gurdy, here demonstrated by Mr. Iacono, who says, "We use RPM Gear Lubricant in both our net-hoist gears and the transmission on our engine, and never have trouble of any kind." Lubricant in the hoist gear assembly is changed about every six months. Rollers are used to help keep nets clear of gunwale.

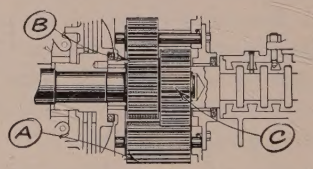
REMARKS: Because RPM Gear Lubricant has very high oiliness qualities and stability, provides a tough lubricating film, it is especially valuable for the lubrication of all conventional gears in all types of installations. It is also recommended for bronze worm gears. (For hypoids of all kinds, RPM Multi-Service Gear Lubricant is recommended.)

RPM

REG U S PAT OFF

TRADEMARK "RPM" REG. U.S. PAT. OFF.

How RPM Gear Lubricant reduces upkeep costs on marine gears



RPM Gear Lubricant in marine transmissions will prevent excessive bearing and gear wear. It comes in viscosity grades to meet all conditions.

A. Contains foam inhibitor—prevents retention of air whipped into lubricant by gears and building up pressure.

B. Oiliness compound helps provide tough lubricating film—withstands shock and overloads and prevents wear.

C. High resistance to oxidation prevents thickening; assures lubrication in extreme temperatures.

STANDARD TECHNICAL SERVICE checked this product's performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

PAN AMERICAN Fisherman

"BUSINESS MAGAZINE OF THE WEST COAST FISHERIES"

BRIANT SANDO—Editor and Publisher

CONTRIBUTING EDITORS
JOHN X. LOUGHRAN—FRANK EVANS—JOHN HAGEMAN—WILLIAM A. WALTER—HELEN I. JOHNSON

STAFF PHOTOGRAPHERS
Busco-Nestor Studios

DOMESTIC BUREAUS
Portland, Oregon; Seattle, Washington; Coos Bay, Oregon; San Francisco, Los Angeles, San Jedro, San Diego, Monterey, California; Aberdeen, Washington; New York City; Washington, D. C.; Boston, Mass.

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TABLE OF CONTENTS

	PAGE
Editorial Objectives	6
Publisher's Page	7
Report from Washington	9
Hawaii—Gateway to U.S.	11
The Globe	12
FAO Fisheries Work	13
Ebb 'n Flow	16
What's Going On	18
Industry Outlook	20
Sardines and Mackerel	25
Progress and Production	26
Know Your Seafoods	29

About This Issue . . .

These are times when everybody should stand up for the things worth while . . . and that applies to trade papers, too. So you will find our position in this industry spelled out pretty clearly in Editorial on Page 6.

*

A month-by-month analysis of some of the leading events in the field of business and government . . . that's the aim of The Publisher's Page, which appears for the first time in this issue. If you readers like it, it will be continued; if not, there's plenty of other things for the publisher to do. Try it out on Page 7.

*

"Report from Washington" is another new feature starting this month. It will appear regularly on colored stock because we think its importance, in these changing times, deserves special attention. It starts on Page 9.

*

A contributor new to these columns, Dana Rodriguez, sent in the story on "Hawaii . . . Gateway to the U. S. Tuna Fishing Empire." You'll find it on Page 11.

*

The second and concluding installment of "FAO Fisheries Work" appears on Pages 13, 14 and 15.

*

In the back half of the book you will find all our regular department features, giving you the current information on people and events in the industry.

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Editorial POLICY and OBJECTIVES

THIS seems like a good time to check up on the status of our industry—and also on ourselves. "Quo vadis" or where are we going?

These last few years the Southern California tuna fishing industry has faced more ills than some businesses encounter in a life-time of operation. Chief of these was the problem of a tariff on fresh frozen tuna imports, which were flooding the American market and causing lay-ups in the tuna fishing fleet here. Next was the problem of territorial water rights, affecting the fleet in attempting to obtain bait in waters adjacent to Southern fishing banks.

Looking backward let's see what this publication has tried to accomplish, and then let's look on the other side of the fence and see what the governments have done.

First, this magazine has tried to point out the various government encroachments that have hobbled the tuna fishing fleet to a point where prospects for private enterprise often looked dim.

One of our editorials on "The State Department Stand," (June 1952) showed what had happened to the enactment of H.R. 5693, a bill proposing to effect a tariff on fresh frozen tuna imports to this country. At the same time, we recounted a proposal to impose a temporary tariff only for the length of time necessary for a complete study and evaluation of the industry's status. The outcome of both the House bill and the hopeful temporary proposal left the U. S. tuna industry holding the well-known bag.

In our July issue, "State Department's Santa Claus Attitude Threatens American Industries," we pointed out comparative statistics through the years of a drop in tariff on dutiable items from about 50% down to an all-time low of about 6%, marking the United States as an extremely *low* tariff country. Yet wage rates in this country are three or four times what they are in Europe and ten times as high as in some other countries; and, in fishing, mechanized production is no off-set for the labor problem.

Our August issue covered the problem of territorial limits in an article, "Limits (3 miles or 200 miles) Territorial Waters." Throughout the 19th century and a part of the 20th, the law was plain and its enforcement effective. It said: all of the sea within three miles of land owned by a sovereign nation was the property of that nation and with certain exceptions, such as the right of vessels to seek shelter when in distress, could be governed by that nation just as the land which it owned. All the rest of the oceans were high seas. They were the common property of all mankind, open to the commerce of vessels of all nations without the payment of toll to any nation, and the products of the high seas were the property of those able to catch them regardless of nationality. This was effective while it was observed and enforced by the nations with the big navies, but this no longer applies.

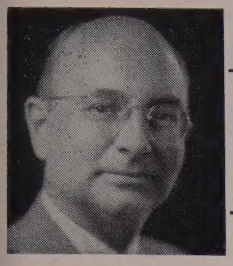
In 1946 Argentina proclaimed its sovereignty to all of the continental shelf off her shores. Here the continental shelf is wide. In Chile the shelf is comparatively narrow, so in efforts to gain an advantage Chile later proclaimed a 200-mile limit from her shores. Peru followed Chile, and so did Costa Rica. As it was necessary for the tuna fishing fleet to go inside these limits to obtain bait for fishing, many clippers have paid fines for such so-called "transgressions."

With the tuna tariff problem still burning hot, and the lay-ups of tuna clippers filling San Diego harbor, our October editorial "Tuna Tariff Time" pointed out that the United States fleet was 30,000 tons below last year's catch without the lay-ups. Also, imports of frozen tuna from Japan climbed from 20 million pounds for the previous year to 27 million. In tuna canned in oil Japan had gone from 1,883,000 pounds the previous year to 2,330,000 pounds. In tuna canned in brine, Japan had jumped from two million pounds to ten million pounds. And these figures covered only the first seven months of the year.

In November we printed a letter which brought out the deceit in a "Packers Declaration" which the Japanese Government wanted packers to sign before frozen tuna would be shipped to them. This document apparently was instigated by an American importer trying to meet the pressure of threats his imported tuna supply would otherwise be shut off. The effect of this was to split the U. S. fishermen and the canners, stripping them of the unity necessary for a successful fight (1) against a reduction of 22½% in tariff on canned tuna, and (2) for a tariff on frozen tuna.

In December we came back to territorial water rights in "Artificial Bait May Be the Answer." With new tuna fishing banks being opened in the Pacific, far from any question on such matters as territorial waters and continental shelves, artificial bait might become very important. Tests have shown promise as conducted by the U. S. Fish and Wildlife Service, in its Pacific Oceanic Fishery Investigations branch, and further research is planned by Dr. A. L. Tester of the University of Hawaii, Dr. O. E. Sette, of the U. S. Fish & Wildlife Service and their colleagues.

From all this it is evident that the Southern California tuna fishing industry is face to face with some real problems. But the industry is large and important, and the present administration at Washington is expected to be co-operative and reasonably helpful. The future may not be a bed of roses, but it should provide suitable rewards for those with the best interests of the industry at heart. Toward this end we pledge our continuing efforts.



The Publisher's Page . . .

Where Do We Stand?—A few days ago we were talking with a man of considerable importance in this industry. In the course of his remarks he said, "There's an awful lot of trade papers being published these days. Seems to me the best ones are those that try to be a definite help to the industry they represent."

That set us to thinking about the status of this publication. We went back to our office and applied his yardstick to our own business. We told our editors to get in there and pitch for the good of the industry . . . and they came right back and told us that this publication now has a solid foundation on which to build a constructive future.

We want to stand up for all that's right in the fisheries industry . . . now and in the future. We'll appreciate your advice, suggestions, and co-operation. Meanwhile, you'll find our recent record pretty well outlined on the opposite page.

Four Good Points.—With due allowance for some ups and downs, it seems that the American business man can look ahead to four good points:

(1) More efficiency and less waste in government. (2) Lower personal and business taxes eventually, and a gradual easing of the Excess Profits Tax. (3) Vastly improved business confidence which will give a lift to many businesses not directly benefitted by defense spending. (4) A reluctance on the part of the federal government to interfere with private business except in time of trouble.

Why Times Should Stay Good.—Some folks expect good times to continue because of the rapid increase in the population of the country . . . thousands more to be fed and clothed and housed.

Perhaps even more important is the steady progress of the United States in science, inventions, and higher standards of living. America has surpassed all other countries in labor skill, management ability, and the genius for making machines do the work of men.

American technical progress during the last generation has made monkeys of the defeatists who said this country had reached the limits of its growth and was now in a stand-still or "mature" economy. Just give the good old American system of free enterprise a fair chance, and the best is still to come.

The American appetite for superior products and comfortable living is a guarantee that the long-range trend in this country will be toward more and better business.

There will be more new products, greater volume of sales, and a higher standard of living for our people, we firmly believe, than was even before enjoyed in the history of the world.

The Return of Free Enterprise.—Along the above lines, we quote some sage lines from a recent round table in Los Angeles on "Business Policy in the New Era." Speaking is William M. Mullendore, president of Southern California Edison Company:

"A new structure of government and business had largely replaced the free competitive enterprise and limited government of our fathers—with a managed economy dominated by government and international commitments and by labor union monopolies which have the power of life and death over business and agriculture.

"This structure, which was 20 years in the building, can not be removed suddenly without chaos . . . but gradually let's restore genuine peace in the world, morality in government, and honest thinking and self-reliance in the ranks of commerce, industry and labor."

More About Taxes.—It can definitely be stated that the new administration will lower taxes as much as it can as soon as it can. That doesn't mean immediate relief from our current high tax bills—they have been developing for a long time and can't be ended suddenly.

It seems that we can expect a little relief later in 1953, with more to follow as conditions warrant. Meanwhile, it behooves all of us to remember a good point made in a recent speech by Crawford H. Greenewalt, president of the Du Pont Company:

"Our current hit-run tax system does not stop to see who has really been hurt. The tendency of recent years has been to deceive, taking from the citizen the basis for sound decision. We have created a kind of national shell game by concealing from the public the full cost that each family must pay.

"Mr. Jones, the average American wage earner, may feel that his direct tax bill is modest, but when Mrs. Jones pays 15 cents for a loaf of bread, which actually represents a dime for the bread and a nickel for tax, the Joneses remark simply on the high price of bread and think the ABC bakery is making exorbitant profits.

"The facts, of course, are clear to those who are willing to dig far enough to find them. Any businessman knows that taxes finally find their way into the price of goods offered for sale. Economists who have studied the ultimate resting place of our many varieties of tax find that if the nation's tax bill is some 33% of the national income, as it is at present, the tax bill of the average citizen is not far below that percentage, whatever he thinks he pays directly."

After March 15.—After our March 15 tax payments we always "feel poorly."

Reminds us of the darky Sam who was being implored by a church committee of brethren to contribute to a special fund. But Sam held out stubbornly.

"Well," said one of the brothers with a clincher of an argument, "don't you think you owes de Lawd anything?"

"Oh, sure, ah does," said Sam, "only He ain't pressin' me like mah other creditors is."

BRIANT SANDO.

Consumer Preference

A national survey of the preferences of household consumers conducted by the U. S. Fish and Wildlife Service showed the following statistics: Nearly 63 per cent of those contacted in the survey mentioned salmon when asked what kind of canned fish they served. Tuna, nearly as popular, was named by 56 per cent. Sardines (13 per cent) and mackerel (2 per cent) fell far behind the two leading varieties.

The pattern or regional preference in canned fish was surprisingly varied. The people in areas with a high proportion of rural families had a definite preference for salmon, whereas areas with higher urban populations preferred canned tuna. An example of this was found in comparing the survey findings in the south with those in the northeast. In the south, which is considered basically rural, salmon was preferred over tuna by a ratio of two to one (73 per cent used salmon, while 36 per cent used tuna).

In the northeast, an area with a large urban population, 76 per cent of the consumers used tuna, compared to 55 per cent who said they served salmon. Use of sardines appeared to follow somewhat the same area preference pattern as salmon, with the largest percentage of sardine users found in the south, and the smallest percentage found in the northeast.

In the west, which accounts for most of the production of salmon, tuna, and sardines, it was noted that tuna took first place in consumers' preference by a wide margin. Almost 70 per cent of the consumers in this area use tuna, but only 46 per cent reported buying salmon. In the midwest area, the situation was reversed, since almost 70 per cent use salmon and 50 per cent use tuna.

CELLOPHANE PRINTING

A new method of printing cellophane developed by The Dobeckmun Company, of Cleveland, is said to solve the industry's problem of dehydration in printed roll film.

The new process, called "Normalizing," controls the moisture content of cellophane while it is being printed.

Trip-Leasing Regulation Upheld

The Interstate Commerce Commission regulation regarding trip-leasing has been upheld by the Supreme Court. The lower court decisions upholding the rules governing motor vehicle leasing and inter-change prescribed by the Commission in ex parte MC-43, Lease and Interchange of Vehicles by Motor Carriers, were affirmed by the Supreme Court of the United States in an opinion written by Justice Reed. Justice Black wrote a dissenting opinion, in which Justice Douglas concurred.

One phase of the Commission's regulation prohibits the leasing by regulated motor carriers of equipment for periods of less than 30 days. Therefore, the Supreme Court ruling strikes a severe blow at trip-leasing by regulated carriers of equipment owned or operated by exempt truck lines. Trip-leasing has been used to a considerable extent in the past by truckers serving the fishery industries, especially to provide back hauls for exempt equipment initially used to haul a load of fresh or frozen fishery products.

Here's the remarkable story of a 46-foot Matthews and the tail end of a hurricane.

"When the Coast Guard boys saw the 12-pound Danforth, their eyes bugged."

It was about midnight on August 31st. Martin Heflin, his family and guests were aboard the HI-BINDER, a 46-foot Matthews, tied up to a dock on one of the Chesapeake's broadest reaches. A few hours later, the HI-BINDER was without power, and was anchored a mile off shore in a black fury of water whipped up by the tail end of an unpredicted hurricane which at times reached gusts of 100 miles an hour. Next day the Coast Guard came alongside to tow the HI-BINDER into Annapolis. As Mr. Heflin says, "In came the line, and finally up came the anchor. When the Coast Guard lads saw it, their eyes bugged. It was a 12 pound Danforth . . . I think the Danforth should be gold plated and retired with honors."

Mr. Heflin had a heavier anchor on board, but never had to use it. Such experiences prove again the fact that Danforth Anchors hold better than any anchor ever designed.

DANFORTH ANCHORS

Report from Washington

Gleaned from the Nation's Capital by John Harms

TUNA AND FOREIGN TRADE.--It's now becoming clear that the Eisenhower Administration is preparing a foreign trade policy based on increasing imports to this country. Our talks with high-policy men and public statements by the President and many of his top advisers indicate this.

The meaning to the tuna industry is this, according to qualified observers: If the industry is to get the tariff protection it wants from the Japanese product and others, it has got to let its plight be known. In the shuffle of re-jiggering the Nation's trade policies, tuna interests could get lost.

--o--

WHAT IKE SAYS.--The key to the new policy which is being developed was presented in a general way in the President's State of the Union message. Ike declared: "Our foreign policy will recognize the importance of profitable and equitable world trade."

One of the ways to accomplish this, Ike said, is: "Revising our customs regulations to remove procedural obstacles to profitable trade. I further recommend that the Congress take the Reciprocal Trade Agreements Act under immediate study and extend it by appropriate legislation."

In another statement, the President declared: "The Administration is giving earnest consideration to the policies and actions required for our helpful economic cooperation with the Free World.

"Basic to decisions in this field is the constant necessity that we preserve our own economic strength while being helpful to others."

In his inaugural address, President Eisenhower declared: "For all our own material might, even we need markets in the world for the surpluses of our farms and factories. Equally, we need . . . vital materials and products of distant lands."

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WHAT IKE MEANS.--The GOP top brass is intent upon changing the big U.S. give-away and loan programs to put more stress on "trade, not aid." Since World War II, Uncle Sam has given away more than $30 billion to help put foreign countries on their feet. This has helped them considerably, but our taxpayers don't want to go on like this forever.

But the U.S. must still fight communism and everybody knows that something's got to be done to keep our allies lined up on our side. Hence the nation's leaders figure that by boosting imports, bringing their value closer in balance with our exports, we can give friendly foreign countries the dollars with which to buy more from us . . . at the same time increasing their strength to resist the lures of Russia.

WHERE DOES TUNA COME IN?--Because of the new program being developed on foreign trade, observers here say the tuna industry can expect little relief from Japanese and South American competition in this country. That's the way it looks now, although it could change.

Ike's double-barrel foreign trade policy indicates this. His advisers are convinced that imports must be increased to (1) enable foreign countries to buy much of our surplus crops, etc., and (2) bolster friendly nations abroad by opening wider the American market and provide dollars which would play a big part in withstanding communism.

It is not deemed likely here that the State Department, which calls the signals on tuna imports, will change its mind materially.

It believes that Japan must be built up to stand as the bulwark against Russian encroachment in the far east. An important way of doing this is by increasing its American market, permitting Japan to earn more dollars. This indicates the possibility of even more tuna and toys and other low-cost things coming into this country from Japan.

Eisenhower is faced with an extremely difficult proposition in foreign trade policy. He's got to look out for the general welfare of the Nation, win the cold war, and make sure that domestic industries aren't hurt too badly.

Ike's proposals, when they are completed, likely will touch off a wild jockeying for position by all protection-minded industries. It is a vital issue to the tuna industry and should be watched very carefully.

--o--

TUNA TARIFF DRIVE ON.--A bill introduced by Rep. Scudder (R) Calif., to provide a 5 cents-a-pound duty on fresh or frozen tuna is seen here as the opening gun on this year's drive to put protective legislation on the books.

Observers here predict passage of the Scudder bill (R.H. 93) by the House. A similar measure received House approval last year. But the Senate is doubtful . . . it's to be a close fight there. The House is somewhat more tariff-minded than the traditionally more conservative and international-minded Senate. The Senate turned down the tariff proposal last year by a fairly close margin.

--o--

TARIFF COMMISSION REPORT.--A report on the tuna industry study conducted by the Tariff Commission last fall will be handed over to the Senate Finance Committee on or about March 20.

The Finance Committee asked the Commission for a fact-finding study and report on the industry after tuna legislation failed last year. The committee emphasized strongly that it wanted only the facts . . . no recommendations from the Tariff Commission. The Committee apparently wants to make up its own mind.

The kind of treatment the tuna industry gets in the Senate during this session therefore, will depend greatly on recommendations made by the powerful Finance Committee. Watch this one carefully. *(Continued on page 23)*

HAWAII . . .

Gateway to U. S. Tuna Fishing Empire

By DANA RODRIGUEZ

HAWAII, slated for Statehood in 1953, offers serious competition to Japan's pre-war tuna industry supremacy, which reached a peak in 1937 with a catch worth $80,000,000.

That commercial fishing in the Hawaiian Islands has become a big industry is evidenced by the statistics of 1951 showing Hawaii with a $4,000,000 profit on its record catch of 19,219,884 pounds of fish landed that year.

The tuna canning industry also is growing in the Islands. Until recently it was represented only by the Hawaiian Tuna Packers Ltd., who do a million-dollar business now, compared with their $25,000-a-year figure in 1922. In 1951 the Nawilwili Canning Co. of Kauai began canning tuna; and no doubt as the tuna fishing increases other new canneries will open.

It is predicted that Hawaii, by tapping the Central Pacific equatorial region, now considered one of the richest sources of tuna, can build her commercial fishing industry to an eventual $100,000,000 a year business, according to Oscar E. Sette, an authority on Pacific pilchard and tuna.

Mr. Sette, formerly head of the South Pacific Fishery Investigation at Stanford University, is now Director of the Pacific Oceanic Fishery Investigations, with headquarters in Honolulu. The POFI is a Federal agency authorized by legislation introduced in the 80th Congress by Joseph R. Farrington, delegate to Congress from the Territory of Hawaii.

In July of 1947, the Pacific Oceanic Fishery Investigations was launched. The following year an appropriation of $1,000,000 was made to POFI, recognized as an agency of the U. S. Fish and Wildlife Service, Department of the Interior.

Active sea work commenced in early 1950 with the POFI having the following objectives.

Objectives of POFI

1. To determine what oceanic conditions control the distribution and movements of tuna and tuna-like fish.

2. To locate large tuna populations in the tropical and sub-tropical areas of the Pacific Ocean.

3. To investigate the abundance and seasonal variations in locations of these tuna stocks.

4. To test on a semi-commercial scale possible methods of economical harvest of the tuna resources of the tropical and sub-tropical Pacific Ocean.

5. To learn what foreign countries know of the Pacific tunas, tuna fisheries and tuna abundance.

Working with Mr. Sette are Donald L. McKernan, assistant director and head of the research and development section; William F. Royce, assistant to Mr. McKernan; Albert K. Akana, vessel supervisor, and Harold T. Smither, administrative officer.

"Our basic approach has been to find where tuna can make a living," Mr. Sette stated in a recent interview published in a Honolulu daily.

With that objective ever in mind, oceanographic and experimental fishing expeditions in the waters south of Hawaii as far as the equator were started.

At first the work was carried on with three ships—the John A. Manning, the Henry O'Malley and the Hugh M. Smith.

Later the O'Malley was replaced with the Charles H. Gilbert. These Fish and Wildlife Service vessels are named after famous fishery research scientists.

What Tuna Subsist On

By careful preservation and examination of the stomach content of tuna caught on these trips POFI scientists found that tuna eat tiny shrimp-like animals, squid and small fish. It was further developed that the fish and marine life that tuna subsist on, in turn, live on animal plankton and plant plankton.

This "boiling down" of the original source of the foods of tunas led to an expedition in 1951 under Joseph E. King of the POFI, to an area near the equator, in the vicinity of the Line Islands, where a zone of rich plankton plus a concentration of tuna was discovered.

Four subsequent expeditions across the equatorial waters proved that it is the current system that governs concentration of plankton and eventually tuna.

Thomas S. Austin, chief oceanographer on Mr. Sette's staff explains this theory which reduced to the language of the layman by Shurei Hirozawa, reporter of POFI activities, amounts to this:

"The southeast trades, blowing mostly from the east along the equator, push along great volumes of water. The centrifugal effect of the earth's rotation causes some of the water to diverge to the north and some to the south, leaving a shallow trough along the equator.

"To regain the predominant level of the sea another action takes place —a vertical current rises from the deep.

"It is the upwelling of this current

(Continued on page 22)

The GLOBE

An International News File Compiled from FOREIGN REPORTS

Mexico City, Mexico.—According to reports of Mexican commercial fishermen, approximately 30 United States shrimp fishing vessels are regularly operating off the coast of Mexico between Tampico and Tuxpan, frequently within one or two miles off the coast. These reports also indicate that the vessels carry an unusually large number of small arms. A large fleet of United States fishing vessels is also reported in Campeche Sound, according to reports transmitted by the United States embassy at Mexico City.

United States operators of fishing boats operating near Mexican waters are notified that foreign vessels found fishing in Mexican waters without authorization from the Mexican government may be seized by Mexican authorities. Mexico considers its territorial waters to extend nine miles out to sea.

★

Tokyo, Japan.—An official of a Soviet mission in Tokyo recently declared that Russia would permit Japanese fishing operations in the open sea off Kamchatka as in pre-war days, according to reports from several well-informed sources.

In pre-war days Japan engaged in highly productive salmon and crab fishing in the general area of Kamchatka. The 1952 Japanese salmon expedition operated in the waters considerably farther off the Kamchatka coast than the location of pre-war operations. There have been reports from time to time that Japanese fishing interests would like to move in closer.

★

Tokyo, Japan.—The export of an additional 3,000 metric tons of frozen tuna and 150,000 cases of canned tuna to the United States for the period April 1952 to March 1953 has been authorized by the Japanese Ministry of International Trade, reports a U. S. Embassy dispatch from Tokyo.

The Japanese government on April 7, 1952, established a quota for the export of frozen and canned tuna to the United States for April 1952-March 1953. The original quota for frozen tuna was 12,000 metric tons, last September this was increased by 6,000 tons to 18,000 tons, and the latest increase of 3,000 tons raises the quota to 21,000 tons. The original quota for canned tuna was 1,000,000 cases and the present increase raises it to 1,150,000 cases.

★

Bogota, Colombia.—Canned or preserved fish may now be imported into Colombia from any source. A recent decree eliminated the requirements of an old decree that imports of these products were limited to countries to which exports of certain listed items were made. The restriction was lifted because many countries to which Colombia exports these special items are not producers of canned or preserved fish, states a U. S. consular dispatch from Bogota.

★

Caracas, Venezuela.—The new Venezuelan constitution being drafted will include some reference to the continental shelf in its definition of territorial limits, according to press reports. A Venezuelan writer and economist has suggested that Venezuela claim sovereignty over the territorial waters and the submarine subsoil as far north as Bird Island, a Venezuelan possession in the Caribbean Sea some 300 miles from the Venezuelan coast line.

A dispatch from the U. S. embassy at Caracas quotes an article which it understood was to be included in the new constitution as a definition of Venezuelan territorial limits:

"Article 8 of Title I. The territory of the United States of Venezuela is that area which, immediately prior to the political transformation of 1810, corresponded to the captaincy of Venezuela, as modified by subsequent treaties, and which comprises as well those islands which may form, or which may appear within, the territorial waters. Furthermore, those beds of the sea and the subsoil of the submarine zones adjacent to the continental shelf and insular territory of the republic, which constitute that part of the continental shelf appending to Venezuela, are hereby declared subject to the sovereignty and jurisdiction of the republic . . . This territory may, neither as a whole nor in part, be leased, ceded, nor alienated in any form to any foreign country or to any persons whatsoever claiming to have rights to those zones."

★

Canberra, Australia.—Federal Director of Fisheries Francis F. Anderson states that efforts are being made to attract U. S. capital to develop Australia's tuna fishing industry, which in his view could earn substantial dollars for Australia. He is reporting to the Australian Government that bigger fishing vessels, more storage space and better handling facilities are needed if tuna off the New South Wales coast are to be fished to real commercial advantage, says the Australian Consulate General's office in San Francisco.

FAO *Fisheries Work*

PART TWO
CONCLUDING THE SERIES

II. IMPROVING FISHING TECHNIQUES

The Fishing Boat
Better Lines, More Economy

The FAO Technology Branch pays considerable attention to fishing boat design. The investment in boats takes the largest share of the capital invested in the whole industry, even in highly developed fishing nations with expensive processing and distributing installations. The shape of a fishing boat's hull is important in relation to efficiency and running costs. It has been shown that even well designed fishing boats can be improved to such an extent that the fuel consumption is reduced by 30 per cent without sacrificing speed, seaworthiness or carrying capacity. If the fuel cost is about 15 to 20 per cent of the boat's total expenses (including depreciation) the total saving is therefore around 5 per cent. It has been considered satisfactory if a fishing boat can give about 5 per cent profit. A saving of 30 per cent on the fuel account would correspond to an amount which is almost equal to this profit. FAO considers it therefore of utmost importance to study all questions related to hull shape and to make the experience gained available to member governments.

It is practically impossible to change the shape of a hull when the boat has been built, but it might be valuable to carry out full scale trials in order to determine the exact fuel consumption at different speeds. It can then be investigated whether a better propeller might be used or whether it might help to run the vessel at a different speed in order to get greater economy. FAO encourages full scale trials and has taught government technologists how to make such trials so that they can give the industry such service.

There are scores of other problems related to fishing boat design, such as the question of whether wood or steel should be used, choice of the most economic size, scantlings, development of various inexpensive construction methods and efficiencies of the engines. With an eye on these and other problems, FAO studies the rapid development of such different types as the British Supertrawlers and the U. S. Pacific Tunaclippers and the various types in between, so that the best possible use can be made of the experience gained with each of them.

Fishing boats should be designed for use in different kinds of fishing, thus reducing off season idleness, but it is hardly possible to design a combination fishing boat which can be used efficiently everywhere. The combination usage must be limited to as few different methods as possible.

It is seldom felt advisable to introduce a new fishing boat type in an area before an attempt has been made to develop and modify the type of boats already in use. This was the case in Newfoundland, Canada, where FAO's investigations showed that the schooner, normally used for long lining, could be converted into a trawler, which would be superior to the continental type which is now used in New England; in some countries, however, it is impossible to modify existing craft. A raft known as the catamaraan, which is made of five logs and used for fishing from open beaches off the coasts of India and Ceylon, cannot be improved further, and must be replaced by something definitely new if the fishing operations are to be mechanized and the catches increased. With an eye to this need, FAO is now studying types of boats which are being beached in other countries in order to find out whether some of them could be introduced in the East. Where landing conditions are extremely difficult, with heavy surf or reefs, some kind of harbor must be constructed if motor fishing boats are to be used at all. Therefore, an FAO team of fisheries experts, who will soon go to India, includes one civil engineer specialized in fishing harbor design.

Mechanization

Mechanization of boats nearly always results in increased landings. This was the case in Europe and the United States of America some 50 years ago and it is the experience now in many countries of the Far East, Africa and South America. The mechanization of small fishing boats has been proved to increase the catch per boat about 10 times. Powered junks operating out of Hong Kong catch about 3 times as much as the sailing junks. FAO has frequently been consulted with regard to such mechanization projects, and technical assistance projects are just now being negotiated with a large number of countries. As a first step FAO experts usually recommend that one should try to equip available boats with engines in order to have the fishermen become "engine-minded." A difficult experiment is just now being conducted by FAO in Ceylon in order to find out whether the dug-out canoes with outriggers can be mechanized with outboard motors. The fishermen have asked for the tests as they also hope to improve their safety and reduce the great loss of life every year. They have been told that the speed might possibly be less than they can obtain with sails under favorable wind conditions, but they have answered that they are ready to accept even a much lower speed if FAO can help them to find a suitable and dependable outboard engine. Tests are now being made with motors of United States, Italian and Swedish make.

In Ceylon some heavily built boats of normal design will also, on the ad-

(Continued on page 14)

FAO Fisheries Work

(Continued from page 13)

vice of the FAO mechanization expert, be fitted with hotbulb (semi-diesel) engines and small light-weight diesel engines. It will be interesting to see whether the hotbulb engine will become as popular there as it is in Scandinavia, Singapore and Thialand. Longer fishing expeditions will also be attempted with the mechanized boats.

FAO is up against a somewhat different problem in Pakistan, where the boats available are very well suited in design for inboard engines, but not strongly enough constructed to take a diesel engine. Maintenance of diesel engines will also be difficult owing to inadequate number of service stations. FAO suggested that the first boats should be fitted with paraffin engines, which are lighter than diesels and do not take so much space; they vibrate less, are cheaper to buy and can be maintained by any shop used to car engines. Later, when the fishermen become "engine-minded" and when service stations for oil-engines have been opened, it is hoped that new boats could be built especially for these more economical engines.

In addition to mechanization with engines for propulsion, FAO studies the problem of mechanized handling of fishing gear. As an example, it is intended to try mechanized hand-lining in Ceylon.

Fishing Methods

Fish catching techniques respond rapidly, thanks to the ingenuity of many fishermen, to scientific research in many fields and to a fairly rapid process of applying scientific results in practical fishing operations. Introduction of detection instruments such as the echo-sounder have made it possible to find fish more easily than was the case only a few years ago. Experiences in Norway with a kind of horizontal echo-sounder the Asdic (in the United States of America called the Sonar), may revolutionize our methods for detection of pelagic fishes. FAO experts have recommended to some countries that they might use Asdic to study the movements of their pelagic fishes. Attempts are also made to enable as many fishermen as possible to benefit from the considerable work which is going on with regard to improvement of available gear and to introduction of new types.

Training schemes are also integral parts of the work. Just now FAO, for example, is negotiating with the government of Malaya to conduct a school in Singapore for practical instruction of fishermen.

Research Vessels

The research vessels play an important role in the development of the fisheries. FAO has advised some member countries on the type and general arrangement of research vessels as well as on more detailed designs, e.g., two fisheries research vessels are being built in the United Kingdom for the Pakistan government.

Fishing Harbors

Fishing harbors are important for the successful development of a fishery. Their correct location can make the landing of fish much easier and speedier, and their general arrangement has a great influence on fish handling and therefore, on the quality of the fish. Two FAO experts have recently finished plans for a new fishing harbor in Karachi, Pakistan, which, when completed, will be one of the most modern fish harbors in the Far East.

IV. SHORE INSTALLATIONS AND DISTRIBUTION FACILITIES

It is often assumed that the only action required to increase fish production is to increase fish catching capacity by acquiring more boats and gear and training more fishermen. A more careful consideration will indicate that it is just as important to improve the facilities for landing and distribution of the catches. Storing at consumption centers must be organized, retailing of fish must be improved, the consumers must be educated about the value of fish as food and the proper preparation of fish dishes.

In a certain country the fisheries development program called for extensive purchases of boats and gear. A closer investigation of the situation by an FAO expert proved that even the existing very small catches could not be sold. The fishermen had among themselves a quota system limiting the quantity of fish which each was permitted to land each week, and still the fish market was overloaded. The reason was found to be a defective distributive system; fish stores were few and generally ill-equipped, the consuming public cared little for fish and knew little about fish cookery.

In realization of the fact that fish wholesalers, distributors or retailers perform just as important functions as the fishermen themselves, FAO has devoted much attention to the improvement of their technical facilities. This is being done in cooperation with the governments of member nations and their technical experts in various countries. In Europe FAO has organized a group of outstanding fisheries technologists who pool their experience with regar to fish handling, distribution and pro essing problems and cooperate wit further research work.

Under the auspices of this group, on committee is studying the problem c getting fish from areas where a surplu exists to Asia and Africa where va population groups have a diet which i very deficient in proteins. In Nort America and Europe, for instance, ther are at times considerable surplus sup plies of herring and similar fish. A tempts are now being made to prepar the herring in a form which would b acceptable to the potential consumers. I may well be that it has to be prepare as fermented fish paste, fish sauce, o the like. Although unknown and unac ceptable to European consumers, suc products are extensively used in the Fa East.

Another group is studying the poss bility of improving fish freezing i bulk, either at sea or ashore, in orde to preserve the catch as raw materia for canning, smoking, freezing, an other forms of processing.

Still another group is studying th possibilities of finding pre-package herring products which will be more ac ceptable to the modern consumer tha the old-fashioned salted herring whic although basically a very nourishin food, is difficult to use in the moder household.

In the field of fishery products tech nology, proper refrigeration constitute a problem to which FAO devotes specia attention. Ice making and refrigeratio facilities are strangely enough particu larly inadequate in many countries wit tropical climates, where refrigeratio obviously is most needed. Often variou aspects of correct refrigeration tech nique are not fully understood: there for instance a tendency to prefer the in stallation of mechanical refrigeratin units in fishing boats and transport fa cilities, although experience in techn cally more advanced countries ha shown that it is usually more conven ent and more economical to use ice fo the chilling of fishery products. Ther are many reasons for this. Mechanica refrigerating units are expensive an difficult to maintain, especially in cou tries where there are no wide-sprea service facilities for such equipment. I addition, ice is often a much more eff cient means of chilling larger quant ties of fish. Because ice can be mixe with the fish and absorb very larg amounts of heat in a very short tim one generally still relies on ice for th initial chilling of the catch, even whe mechanical refrigeration is used, fo example in fishing boats. The FA seeks as one of its main tasks in th

field to spread information about proper refrigeration procedures and to encourage the building of ice plants, where the need of it is apparent.

V. CATCH UTILIZATION

The catching and the landing of fish is only part of the story. No matter how effective are the catching methods or the developments in shore facilities, it makes no sense at all if the catches fail to reach the consumers. True enough, catching is an end in itself inasmuch as it provides work and occupation for possibly as many as five million professional fishermen around the world, but man's welfare as related to fisheries has another angle too: the fish must get to the consumer. The industry must work on an economically feasible basis. The financers and the operators of the fleet must find it economically worth while to carry on. The processors, the wholesalers and retailers must have some incentives too, and the consumer must be able to conclude that fish is not an expensive source of high quality food. He ought to find it both attractive and palatable.

Such an ideal situation cannot even be hoped for unless there is a planned attack on the problems by industry and government. This is particularly so when an expansion is contemplated.

To an increasing degree, requests come up to the Fisheries Division of FAO regarding administrative matters in fisheries. How should a government help the industry with financing facilities? How should fishermen's cooperatives be organized? How should fishermen be exempted from fuel oil tax? To what extent should the government engage in actual business? All these and many other questions are actually centered around a desire to know about other countries' experience. In many cases FAO tries to act as a clearing-house for such information, studies situations and renders advice on request.

Statistical Services

Despite the need for knowledge about other countries and their ways of doing things, happenings at home remain the most important. Fisheries statistics of all sorts are the most concentrated form of knowledge on which planning can be based. In a great number of countries the statistics on fisheries are disappointingly inadequate in their coverage and their timeliness leaves much to be desired. From more than one country technical experts return with the confirmation that no further progress can be made without more statistics.

It appears that the need for statistics is being realized both by the governments and in the industry itself, especially the latter. FAO and associated agencies are now engaged in teaching the methods of fisheries statistics both in Latin America and in the Far East. Schools are being conducted, national statistical offices are being visited, and meetings of statisticians are being organized. FAO's first regional meeting on fisheries statistics will be held in Copenhagen, Denmark, 26-31 May 1952 when experts from Europe and North America will discuss problems in their field with an eye to an overall improvement of their own statistics and their international comparability. This work will, in due course, lead to improvements in the international digests which FAO prepares.

Commodity Studies

It is incumbent upon FAO to appraise the supply and demand situation from time to time and to provide material indicating future trends. This is done annually in the Director-General's report on "the State of Food and Agriculture" and in special commodity reports. So far, salted cod, all herring products and all tuna products have been dealt with in special reports which it is planned to bring up to date from time to time. Meetings have also been held under the auspices of FAO to review economic problems confronting specific industries. Recently, FAO officers spent many months assisting a group of experts from the Organization for European Economic Cooperation in surveying fish marketing in Europe. They were also instrumental in drafting the experts' report which has now been released by OEEC as "Fish Marketing in OEEC Countries."

There is naturally a close tie between these commodity studies and the biological and technological background dealt with in other branches of work, but commodity studies and more general economic appraisal work are extended to such matters as prices, cost, international trade, organizational setting, policy-making, and the like.

It is in this way that FAO is bringing its energies to bear upon the complex problems of producing more food and industrial products from the fisheries resources of the world. Some have said that the job is too big.—It is big, and progress will be gradual. But sixty-nine nations are bending their efforts to the task and if they keep it up results will follow. —THE END

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APPOINTMENTS

HART & BURNS TECHNICIAN

Lyle Van Patten, 34, formerly with the W. P. Fuller Paint Company, has joined the technical sales force of Hart and Burns, Inc., well known Riverside, California, paint manufacturer according to an announcement by Earl Huston, Jr., vice president in charge of sales.

Van Patten is "Technical Sales Engineer in Industrial Coatings and Product Finishes" with offices in Los Angeles; he will cover Southern California on sales and service among the industrial and manufacturing trade markets. He will also handle special projects where unusual paint technicalities are involved.

Prior to joining Hart and Burns, Inc., Van Patten attended the University of California at Los Angeles where he received his Bachelor of Science chemistry degree in 1947. He was associated with the Pittsburgh Paint Division as an analytical chemist from 1943 to 1944 and served in the U. S. Navy as an aviation electronic technician mate from 1944 until 1946.

During the five years prior to joining Hart and Burns, Inc., Van Patten had extensive experience as an industrial paint chemist and formulator.

SAWYER'S NEW PRESIDENT

Charles L. Foote was elected President of The H. M. Sawyer & Son Co., Cambridge and Lowell, Mass., and its coated fabrics division, The Brunsene Co., Watertown, Mass. He succeeds the late Howard M. Sawyer.

The company, founded in 1840, manufactures protective and safety clothing, rainwear, and coated fabrics. Its coated fabrics division serves a wide range of industrial uses.

Mr. Foote joined Sawyer Company in 1948 as general manager. He was a member of the Class of 1916 at Massachusetts Institute of Technology, and was formerly associated with the United-Carr Fastener Company, Cambridge.

PUROLATOR SALES PROMOTION

Appointment of Donald C. Huber as sales promotion manager of Purolator Products, Inc., oil filter manufacturer, Rahway, N. J., has been announced by Carlos D. Kelly, vice-president in charge of sales.

The sales promotion department, which will operate under the supervision of the advertising department, is another step in Purolator's intensified sales program on its fuel, lubricating oil and other types of filters for automobiles, aircraft, and industrial uses.

Formerly assistant advertising manager for Purolator, Mr. Huber attended Louisiana State University, Drexel Institute of Technology, and Seton Hall University. He is a veteran of World War II and saw overseas service with the 11th Armored Division.

NATIONAL SALES MANAGER

A. R. Pierce, president of Pierce Fisheries, Inc., of Santa Barbara, California, producers of "Golden Cove" Quality Brand Fresh-Frozen Sea Foods, announces the appointment of Paul Barnes as national sales manager.

Barnes, a former insurance sales executive, will intensify sales efforts on the company's products, which include abalone steaks, abalone patties, shrimp patties, clam patties, and fish patties.

Additional plans for advertising and merchandising are being developed by Monte J. Curry, of Rockett-Lauritzen Advertising, account executive for Pierce Fisheries, Inc.

RESEARCH

JAPANESE CRAB-MEAT EXPORTS

Japanese exports of canned crab meat to all countries January through September 1952 amounted to 57,570 actual cases, according to the Japanese Fisheries Agency. Estimated exports for October-December 1952 were 25,000 actual cases.

The approximate total exports for 1952 were 82,570 actual cases. Of this amount, an estimated 70 per cent, or 57,000 actual cases, were exported to the United States.

The Japanese canned crab meat pack in 1951 amounted to 192,871 actual cases. Of this amount, 103,187 actual cases, or 53.5 per cent, were exported. Of the amount exported, 93,900 cases were shipped to the United States, 3,096 cases to Hawaii, 3,096 cases to European countries; and 3,095 cases to other countries (including the Far East).

Although the Japanese government has issued no official statements on final plans for the 1953 factoryship crab-fishing operation in the Bering Sea, news accounts have recently reported that it will consist of one mothership (5,000 to 6,000 gross tons) with 20 catcher boats. The period of operation will be April to August in Bristol Bay, reports the U. S. Embassy from Tokyo. Production for this expedition is estimated at 50,000 cases (48 6½ oz. cans) of canned crab meat.

"LETTER OF ASSURANCE"

United States importers of Japanese frozen tuna must continue to submit a "Letter of Assurance" to the Japanese government. However, a flexiblity in wording now permitted will meet at least part of the objections raised by some importers to the statements in the Japanese government form.

The sample letter issued in October 1952 was merely intended as a guide in preparing "assurance" statements. "Assurance" statements will be acceptable if they are worded in accord with the intent of the requirement as stated in the form issued. The importers may specify time periods and kinds of tuna applicable to their "Letters of Assurance."

IMPORT TARIFF-RATE QUOTA

The reduced-tariff-rate import quota on fresh and frozen groundfish (cod, haddock, hake, pollock, cusk, and ocean perch) fillets for calendar year 1953 is 33,866,287 pounds, the Bureau of Customs has announced. Divided into quarterly quotas, this means that 8,466,572 pounds of groundfish fillets during each quarter may be imported at the 1⅞ cents-per-pound rate of duty. During each quarter, groundfish fillet imports over the quarterly quota will be dutiable at the rate of 2½ cents per pound.

The reduced-rate import quota for 1953 is 8 per cent higher than the 1952 quota of 31,472,108 pounds and 16 per cent above the quota of

TIDES OF THE INDUSTRY

29,239,808 pounds established in 1951.

Average aggregate apparent annual consumption in the United States of fresh or frozen groundfish fillets and steaks in the three years preceding 1953 was 225,775,244 pounds. The proviso states that the import quota for any current calendar year shall be 15,000,000 pounds or 15 per cent of the average aggregate apparent annual consumption in the three years preceding the current year, whichever is greater.

NEW BUSINESSES

SUN HARBOR MARINA

Sale of The Anchorage, Ltd., at 5104 Harbor Drive, San Diego, California, was announced March 1 when the new owner took over this boat anchorage in Point Loma.

Merle B. Parke, former owner of Jerry's Boat Sales, has indicated many changes—some effective immediately and others as soon as time permits. A new office building and showroom will be built to house displays of Chrysler Marine Engines, parts, service and sales.

Plans to make the Sun Harbor Marina a one-stop spot for small boats are in the making, Parke said. In addition to sales on new engines, there will be a first class service repair and overhaul shop for both diesel and gasoline engines.

Sun Harbor Marina also functions as a licensed, bonded boat brokerage with one million dollars in gross sales since 1949.

A line of new boats is being stocked for sport and pleasure boat owners. A number of U-Drive cruisers for rental to sportfishermen will also be on hand. Notary Public service will be available for the convenience of boat owners.

Mr. Parke also is one of the leading West Coast brokers of commercial craft, having exported over 50 boats to foreign buyers during the last two years, in addition to sales in all Pacific Coast ports from Alaska to San Diego.

NEW FISHERMEN'S GROUP

The "Five Star Fish & Cold Storage, Inc," entered the fishing industry early this year with the organization of this new group of fishing vessel owners. Inception of the group started last June, but no definite organization was effected until February.

Elected president was Chester White, vice-president Tony Zarkos, secretary Charles White, and treasurer Wendell White. Other members of the board include Robert Insinger, Les Brady, Steve Prodanovich, Charles Smith, Scott Haselton, Al Barrett, Nick Cordileone, and W. Walters.

Aims of the organization are shown by the functions of these committees: Marketing Survey, Contracts, Legislation, Memberships, Plant Supervision, New Construction, Public Relations, and Purchasing.

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What's Going On IN THE WORLD

GERMAN TRAWLERS:

The remaining 11 of 12 United States fishing trawlers furnished to the Federal Republic of Germany on a charter basis (under the authority of the Foreign Aid Appropriation Bill of 1949) were returned to United States army control on December 5, 1952, the U. S. Fish and Wildlife Service was advised by the U. S. Department of State. It has been determined that the German fishing industry has reached a position whereby the further use of these trawlers was no longer required.

HERRING OPERATIONS

Rejection of the latest ex-vessel herring price offer of the reduction plant operators by the fishermen's union, makes it appear unlikely that any commercial herring fishing will take place in British Columbia during the 1953 season, reports a U. S. consular dispatch from Vancouver. Prior to October 1952, plant operators offered fishermen $6.00 a ton for their herring catch, or $2.40 a ton less than that paid the previous season. Processors pointed to the 50-per cent drop in the herring oil price to justify their offer of lower prices. This offer was rejected and there was no fall herring fishing.

During the 1951-52 season for British Columbia fishermen landed a total catch of 197,339 tons of herring valued at approximately $10,000,000. A total of 107,108 tons of herring was landed before the Christmas holiday and 90,231 tons after the first of the year.

NORWEGIAN HERRING

After about a three-week delay due to violent storms, the Norwegian winter herring fishery off Sunnmore Province on the west coast of Norway got under way. A total of 600 large purse seiners and 2,500 drift gill-netters, manned by about 30,000 fishermen, had been turned back time and again by violent storms. Winds of gale velocity wrought heavy damage on shore installations and fishing craft.

The catch through February 3 was 153,521 metric tons—lagging way behind the 356,676 tons landed during the same period a year earlier. On February 3 an all time record was established when 61,194 metric tons of herring were landed during a 24-hour period (the actual landings are estimated at 65,100 tons since at least 10 per cent of the catch is not reported to the fishermen's organization). In spite of this, little hope is being held out that the total winter herring catch this season will live up to original expectations.

Both the purse seiners (which average 300-400 metric tons of herring a set) and the drift netters (with a daily catch of about 40 tons) make use of echo-depth sounders to spot the exact location of the schools. Some of the larger vessels are also equipped with sonar. At the present time, nearly 3,000 echo-depth sounders are installed aboard Norwegian fishing vessels. Also, all of the larger and many of the smaller craft feature radio telephone.

UNDERWATER TV

The first Canadian underwater television tests in salt water were carried out off British Columbia in the vicinity of Nanaimo from the Canadian research vessel *Investigator 1*. The tests were made to familiarize the staff of the Pacific Biological station of the Fisheries Research Board of Canada with the possibilities of the equipment. Previous tests had been made in fresh waters of the Ottawa River and Lake Ontario.

The television camera is enclosed in a steel watertight cylinder and weighs about 300 pounds out of water. The cylinder is 3 feet long and 18 inches in diameter. In addition to the camera, it contains 3 electric motors and a 50-pound lead weight which serves partly to offset the buoyancy and partly, by shifting its position forward or backward, to incline the nose of the cylinder up or down. Two propellers fitted to the stern are driven by electric motors and are capable of moving the cylinder forward or backward, or of swinging it from side to side. A battery of four spotlights is mounted on the front of the casing and provides adequate illumination.

The images picked up by the sensitive tube in the camera are transmitted to the television screens on the boat through a coaxial cable. The present cable is about 600 feet long and weighs about 400 lbs.

All operations of the camera are governed by remote control. The master control unit regulates the quality of the image on the screen and the other electronic functions, also enables the operator to focus the camera and change the lens openings.

There are two viewing units. One provides for continuous underwater observation, while an auxiliary unit is fitted with a special movie camera. This can make a permanent record of objects of interest, without interfering with ordinary observations.

NEW PUBLICATION:

The California Department of Fish and Game recently issued a bulletin which presents, with the current statistics, a record of the changes that have been made in the forms and in the procedure of collecting and processing the statistics of California's fish catch. While these changes in themselves are often trivial, they are of vital importance in using and interpreting the past statistical record and it is imperative to have an historical record of such changes and the dates they took effect.

The following forms in current use are reproduced: Commercial Fish Receipts, Checker's Tickets Inventory System, Market Fisherman's License, Boat Registration, Boat Plates and Boat Plate Applications, Trawler Logs, Origin Codes and Maps, Mechanical Devices, Marine Sport Catch Records, Live Bait Records. Fish Dealer's and Processor's License, and Processor's Reports. Specific problems and procedures for gathering and processing the fisheries statistical data are discussed, and an attempt is made to explain how the statistical unit has kept pace with a changing and expanding industry.

Included are tables giving the commercial fish landings and landed values for 1950 by species and regions: data on the number of commercial fishermen and fishing boats; and related statistical information. Lists of common and scientific names of fishes, crustaceans, and mollusks, and the Bureau of Marine Fisheries' Fish Bulletins are also included.

Copies of Fish Bulletin No. 86, the *Commercial Fish Catch of California for the Year 1950* may be obtained from the Bureau of Marine Fisheries, Dept. of Fish & Game, San Francisco.

VAN CAMP IN THE BLACK

Van Camp Sea Food, Inc., reported for the last six months of the company's fiscal year, net income of $432,731, equal after preferred dividend requirements to about 95 cents a share, against a loss of $64,287 in the like period a year ago.

Sales for the period amounted to $22,193,932, an increase of $2,003,000 over the corresponding period of last year, Gilbert C. Van Camp, president reported.

Difficulties arising out of heavy imports of canned tuna from Japan, which seriously affected company earnings a year ago, have been counteracted in some measure, he said. Sales competition in canned tuna continues to be vigorous. It is, however, more wholesome than a year ago. Competitive price cutting has been replaced by a heavy increase in expenditures for promotion and advertising, particularly on television.

QUICK-FROZEN FISH IN ICELAND

With a total of 70 or more firms now in operation, the quick-frozen fish industry in Iceland has grown rapidly. Now plants are located at fishing ports all around the Icelandic coast where fish supplies are provided by line fishermen operating from small boats.

Factory buildings are well planned and modern, with mechanized production lines, efficient freezing equipment, and cold storage at 0° F. or below. It is recognized that the successful export trade in quick-frozen fish depends on the quality and grading, and a very high standard is maintained.

The marketing of the quick-frozen fish is controlled by two groups which handle most of the production. A freezing plant at Reykjavik is independent of these groups and exports its own production.

DE-CONTROLS

Effective February 6, price controls were revoked on all edible fish, including Maine sardines, canned salmon, and flat lake salt herring, excepting processed cod sold outside the continental United States. This action was included in an announcement of the Director of Price Stabilization which completely removed price controls on all meats, restaurant meals, furniture, and other items.

While the actions revoke the regulations in their entirety, records relating to past transactions under the regulations must be retained by the affected parties. However, records of future transactions need not be kept.

The amendment revokes all regulations effective in continental United States pertaining to livestock and meats . . . the two restaurant ceiling price regulations (CPR 11 and CPR 134), and the regulations applying to fish . . . CPR 65 for canned salmon, CPR 85 for Maine sardines, and CPR 109 for flat lake salt herring.

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THE INDUSTRY Outlook

CAN MAKERS SEE GOOD YEAR AHEAD

Outlook for the can industry is good for 1953, according to David Stern, president of the Can Manufacturers Institute, national association of all-metal can makers.

"Expectations are that the production rate and sales in 1953 will be at least as good, and may be materially greater than the past year," Stern said.

"It is expected that an adequate supply of metal will be available for whatever the can industry may require in the new year."

He said that the continuing increase in population is one of the main factors contributing to the growth of the industry.

Stern, who was recently elected president of the association, is general manager and treasurer of the Stern Can Company in Boston, Mass.

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MACKEREL RUN LIGHT

Newport Beach, California, fish canneries reported a light fall and winter season because of lack of supplies.

"Mackerel landings were very poor, with most catches taken 10 or more hours from port," the California Department of Fish and Game reported. The Southern California scoop fishery did not produce as usual. The mackerel ordinarily are chummed up under a strong light and the fishermen, working from water-level racks, scoop them aboard with shallow dip nets when the fish are available.

The sardine industry had its worst season in 35 years. For the first time both fishermen and processors are giving serious consideration to constructive management programs, the report added. Yet few realize how long it will take to rehabilitate this fishery, an important one in the state's economy, the fish officials predicted.

MEXICAN SHRIMP

The Guaymas shrimp fishing industry continued its downward trend in December 1952 when only 275 metric tons were landed at that port, states a recent U. S. consular dispatch from Guaymas. This is an average catch of less than one metric ton per vessel for the month. Shrimp shipments during the last three months of 1952 amounted to 1,029 metric tons (within 50 to 60 tons of amount landed). Roughly twice that amount was shipped during the same three months of 1951.

Some shrimp operators believe that this trend is only temporary and the lack of shrimp in local waters is due to a cycle disappearance. However, most operators believe that the decline is due to the lack of conservation measures.

A group of Guaymas shrimp operators flew to Mexico City to interview the new Minister of Marine and returned somewhat heartened by promises of new restrictions on bay shrimping, including removal of the "tapos" or barriers erected by canoe fishing interests at the mouths of bays, reserving for their exclusive use those waters where the shrimp develop. The minister was reported to have tentatively approved a plan to prohibit bay fishing of any sort until October 1, 1954.

It is reported that the population of Guaymas is decreasing for the first time since shrimp became the community's chief industry.

NEW VESSELS:

Fifty-one vessels of 5 net tons and over received their first documents as fishing craft during September 1952.—2 less than in September 1951. Louisiana led with 12 vessels, followed by Florida west coast with 6 vessels, and Virginia with 5 vessels.

Vessels Obtaining Their First Documents as Fishing Craft, September 1952

			9 Mo. Ending with Sept.		
	Sept.				Total
Section	1952	1951	1952	1951	1951
New England	2	4	25	30	36
Middle Atlantic	....	....	22	28	34
Chesapeake	8	3	51	22	36
South Atlantic	7	12	64	88	118
Gulf	25	14	113	143	173
Pacific Coast	5	11	192	258	284
Great Lakes	2	5	9	16	25
Alaska	2	4	82	64	71
Hawaii	....	....	....	3	3
Total	51	53	558	652	780

Source: *Monthly Supplement to Merchant Vessels of the United States*, Bureau of the Customs. Vessels have been assigned to the various sections on the basis of their home port.

COLD STORAGE

The Fish and Wildlife Service reports that freezings of fish in the United States totaled 10,560,000 pounds during the month of January, which shows a decrease of 1,711,000 pounds compared with the December figure of 12,271,000 pounds.

Holdings of fish in cold storage February 1 totaled 170,242,000 pounds, which is a decrease of 25,412,000 pounds as compared to the January 1 figure of 195,654,000 pounds. These holdings in part are: cod fillets, 14,889,000; haddock fillets, 9,918,000; halibut, 14,877,000; ocean perch fillets, 16,259,000; sablefish, 2,310,000; salmon, all species, 10,893,000; shrimp, 13,181,000; total 170,242,000.

Coast Guard's Safety Rules

The 1948 international convention for the safety of life at sea went into effect after ratification by the United States and other leading nations, announced the commandant of the U. S. Coast Guard. This is an important step forward in the development of safety standards at sea.

The coast guard's revised rules and regulations covering the design, construction, operation, and inspection of American merchant vessels were made effective at the same time. The purpose of the revision was to incorporate provisions of the 1948 convention and to revise and bring up to date the requirements for merchant vessel inspection. However, the new convention would not cause any great change in coast guard regulations, since the safety standards of American merchant vessels already surpass the prevailing international standards.

The new convention provides for improved standards for safety of life at sea in the fields of ship construction, fire protection, lifesaving appliances, radio equipment, dangerous cargoes, navigation generally.

Most of the changes made by the convention have to do with lifesaving equipment. They include portable radio apparatus for vessels on international voyages having less than 20 lifeboats, and a mechanically-propelled lifeboat for each cargo vessel. Lifeboat equipment must include such items as a bilge pump, first-aid kit, two buckets instead of one, two buoyant heaving lines, one jackknife, two buoyant smoke signals, and three quarts of water per person instead of one.

The new rules and regulations for passenger, cargo, and miscellaneous vessels require periodic drydocking for inspection. The periods range from once a year for vessels in salt-water service to once in five years for vessels in fresh-water service. New cargo ships must be inclined to determine their stability, and masters must be furnished with sufficient information to enable them to handle their ships properly.

A summary of the revised regulations may be obtained at any coast guard district office.

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HAWAII .. Gateway to U. S. Tuna Fishing Empire

(Continued from page 11)

that brings up to the surface rich accumulated nutrient salts. With sunlight and heat, the plant plankton grows into a 'green pasture' and the food cycle is ready to begin: the small fish feeding off the plankton and the tuna eating the small fish."

This discovery of the tuna-rich equatorial belt took care of the first three points of the 5 points of the POFI objectives mentioned before. The next problem facing the scientists was point 4: the determination of the type of fishing gear most efficient in capturing tuna.

Four Types of Gear

Exhaustive experiments were conducted with four types of gear—pole and bait, gill net, purse seine, and longline, sometimes called flagline because of the flag markers used.

Garth I. Murphy, heading the experiments, found the last gear to be most efficient in equatorial waters.

The longline was developed by the Japanese in fishing the Western Pacific for albacore, yellow-fin, big-eye and other tuna. This type of gear is measured by the basket, each basket of line being about 1,000 feet long and filling one basket.

A buoy and a pole with a flag marker is attached to the end of one basket of line. With boat in motion. the line is let out into the water and from here a buoy and pole become the attaching device between two baskets of line.

After all the baskets are let out, a line miles long stretches out in the sea with a row of flag poles marking the entire length. A number of hooks baited with frozen fish reach down into the water from each regiment of line.

On equatorial fishing expeditions, which may run up to 9,000 miles and take from 45 to 60 days or more, POFI vessels used 40 baskets as a standard. This makes a line about eight miles long.

Activity begins before daybreak. The crew, usually made up of twelve men and three scientists, get the gear ready. About daybreak the line is let out. It takes about an hour and a half to set the entire 40 baskets.

After this operation is completed, the vessel retracks over its path and the scientists go to work, gathering details such as the desirable depth of the hooks and line, water temperature, salinity and other data.

About noon the crew begins the hard work of hauling in the line which usually takes the rest of the day and sometimes into the night, depending on the catch.

POFI ships went longline fishing in the areas where oceanography and productivity studies indicated rich concentration of yellowfin tuna of large mature size in the equatorial region between 150 and 180 degrees west longitude.

In the season of southeast trades, POFI vessels caught yellowfin tuna at an average rate of 7.9 fish per 100 hooks a day or 3.8 times as many as the Japanese catches in areas to the westward.

Research Around Hawaiian Islands

After such promising results of research in equatorial waters, in 1951 the POFI began research in the vicinity of the Hawaiian Islands also, where fishermen had long been puzzled by the disappearance of the skipjack tuna during certain seasons.

From May to September, 90% of the year's catch is taken and if the season is slow and generally disappointing a supplemental source of supply of Japanese-caught tuna has to be purchased to enable Hawaiian tuna packers to fulfill their commitments to the U. S. market.

According to available records, during the past two years, POFI in cooperation with the Territorial Division of Fish and Game made a preliminary study of oceanographic conditions around Hawaii. John W. Slipp is heading this work for POFI.

Stations were set up surrounding the Islands. A cruise was made from station to station at the height of the fishing season and another after the close of the fishing season. The annual sea water temperature cycle was also studied.

Shurei Hirozawa lists the following data gathered from this study:

1. There was a significant reduction in plankton from summer to fall in Hawaiian waters.

2. The area about the Islands was somewhat richer in plankton than the north equatorial current region, but only half as rich as the water at the equator.

3. There is some indication that the occurrence of skipjack in Hawaiian waters is related to high water temperature.

In the years when the summer water temperatures were higher the catch was greater. In summers, when water temperatures were below normal, catches were below average.

At present the vessel Hugh M. Smith, together with the sampan (Hawaiian-type fishing vessel) Tradewinds is working around the waters off Palmyra Island as a possible choice of vicinity for Hawaiian fishermen during the off season of tuna in local waters.

Point 5 and Japan

In developing point 5 of their proposed objectives the POFI have naturally turned to Japan as the foreign country to know the most about tuna fishing.

Scientists from POFI were sent as observers on Japanese mother-ship type tuna expeditions in the equatorial waters of the Trust Territory. They collected biological data and operating details from the larger expeditions.

A reconnaissance team sent to Japan returned with numerous and satisfactory records and publications. Upon requests from the American tuna industry the POFI is not only translating the Japanese articles but is summarizing the data from scattered sources.

Japanese trade magazines are reviewed regularly for pertinent articles on their fishing industry.

As the POFI search for the elusive tuna progresses it has become more and more apparent that a way is opening for Hawaii, because of her proximity to the rich Central Pacific equatorial region, to become economically secure as the foremost fishing center in the Pacific.

The following is a list of various species of tuna as authorized by the Pacific Oceanic Fishery Investigations. Hawaiian and Japanese equivalent names are listed after the American names, in that order:

Yellowfin—ahi—shibi
Big-eye—ahi—menpachi shibi
Skipjack—aku—katsuwo.
Little tunny—kawakawa—sujigatsuwo.
Albacore—ahipalaha—tombo shibi
Bluefin—none*—kuro maguro

*Not found in Hawaiian waters. *

(Continued from page 10)

BRIAR PIPES & TUNA.--President Eisenhower's decision to throw back the question of tariffs on briar pipes to the Tariff Commission indicates a cautious, go slow attitude on the part of the new Administration. The briar pipe case was regarded by many observers as a "test case" of the Eisenhower tariff policy.

In temporarily rejecting the Tariff Commission's recommendation that duties on briar pipes be increased to protect the industry, Eisenhower declared that: ". . . I shall not, at this time, disturb the existing tariffs on these products."

Observers here believe that Ike would look upon an increase in tuna tariffs with the same go-slow attitude . . . at least until he is more certain of where he wants to go, and how far, in promoting foreign sales in this country.

The briar pipe issue boiled down to this: If Ike accepted the Tariff Commission's recommendations to up the protective duty on briar pipes, it would probably mean Ike is bent on protecting domestic industries no matter how small they are. On the other hand, if Ike rejected the Commission's recommendation, it would mean that he is going to think twice before he increases import duties . . . and might even mean that he'd favor lowering them in the case of some so-called marginal industries.

The briar pipe issue is significant because it represents an industry of only about $450,000 worth of annual business. This industry is finding that even with a protective duty ranging up to 76 per cent, foreign importers are making things tough.

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FISH & WILDLIFE SERVICE WORK.--The government is continuing its work of exploring Pacific coast waters for more albacore tuna to find out its availability to the trolling fleet.

Surveys so far in the Gulf of Mexico by the Service indicate a potential fishing area in the Gulf. Large schools of blackfin tuna have been observed during the summer months.

In the central Pacific, the Fish & Wildlife Service reports: "Studies of the western seas continued to collect information on ranges and distribution of the several species of tuna and on their life histories and migrations. Tuna have been found in greater abundance in the zone of converging ocean currents adjacent to the upwelling of nutrient-rich waters (where plankton abounds) along the equatorial-current system."

The Service says that the "rich" tuna-fishing ground south of Hawaii, found in 1951, extends eastward at least 2,000 miles toward Central America.

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MORE ON HAWAIIAN AREAS.--The Fish & Wildlife Service is conducting studies to find out the reaction of tuna to chemical baits. This "is especially encouraging," officials say, toward the prospect of finding a substitute for live bait.

Purse seining for tuna in these waters was found unsuccessful, the Service says. This is so, officials explain, not only because of clearer water and smaller and faster schools, but because of greater prevalence of rough seas than off the west coast of America.

Bait-fishing for tuna in the Phoenix and Line Islands, it is explained, is not practical because bait supplies will not support clipper fishing, although there may be enough for operation of small native sampans.

Growth of yellowfin tuna in Hawaiian waters is "very rapid," the experts say. The average gain is 60 pounds in a year among tuna of commercial size in Hawaiian catches, which range from 2- to 4-year-olds. Their spawning period in these waters is from early June to mid-September, coinciding with the season of good fishing.

Big-eyed tuna, according to the researchers, are common in the Hawaiian region, but they were not in spawning condition during the study. However, nearly ripe females were found south of the Caroline Islands in July and August. These females were carried south of the Hawaiian Islands in the equatorial-countercurrent region in November.

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TRUCKING FISH.--S.925 introduced by Sen. C. W. Tobey (R) N.H., chairman of the Senate Interstate and Foreign Commerce committee, is intended to restore freedom to trip-leasing of non-regulated haulers of fish and agricultural perishables by regulated handlers.

The Tobey bill says nothing in the ICC laws "shall be construed to authorize the (Interstate Commerce) commission to regulate the duration of any lease, contract, or other arrangements for the use of any other vehicle by a motor carrier in providing transportation, or the amount of compensation to be paid for such use."

The bill was introduced at the request of numerous agricultural interests who banded together with representatives of other perishable products and the National Fisheries Institute to preserve the right of carriers to trip-lease.

The bill would void a Supreme Court ruling which approved ICC control of trip-leasing.

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1952 TUNA PACK.--Preliminary government figures on the U.S. and Hawaii tuna pack put its total value at slightly more than $113 million--high-water mark for the past 13 years at least. Total number of standard cases packed during the year amounted to 9.1 million cases.

The 1952 pack recorded a jump in value of about $14 million over the previous year. Total cases packed were increased by about 1 million.

The California industry accounted for 87% of the total pack in 1952, or almost 8 million cases. Oregon was next with 627,329 cases, then Washington and Hawaii with 313,495 cases. Maine, Massachusetts, Maryland and South Carolina accounted for 205,000 cases.

Sardine, Mackerel Situations

The 1952-53 California sardine (pilchard) season (that ended February 1) produced a total of only 3,320 tons, and was the worst season in the 37 years that the state has kept records, reports the California Department of Fish and Game. The total landings for the season only equalled "one fair—not outstanding —day's landings during past seasons."

Commercial sardine fishermen landed more than 700,000 tons in 1936-37 (the record season). As the season ended on February 1 the fleet was fishing for anchovies as a substitute for sardines.

The present catastrophe, predicted by department biologists more than a decade ago, underscores the department's plea for strict regulation and management of the fishery until it can recover. The departmental recommendation asks that the California Fish and Game Commission be given the necessary regulatory power by the legislature. Meanwhile, the sardine industry advisory committee has urged the legislature that future sardine fishing laws be set by the state's Marine Research Committee.

OUTLOOK

The Pacific mackerel fishery in California is also at a low ebb. Low spawn survival of Pacific mackerel, plus overfishing "has reduced this fishery to the same status as the sardine . . . meaning that for commercial purposes neither fishery exists at present," stated the supervisor of of the state marine fisheries laborattory. The Pacific mackerel fishermen are fishing for the less popular jack mackerel due to the scarcity of Pacific mackerel.

Under present conditions, the portion of the adult sardine population that is available to the California industry is almost totally confined to the waters off Southern California, according to a *California Cooperative Sardine Research Program Progress Report.*

Unless the factor of availability should operate to increase the catch of older fish, the industry for the next few years will be dependent for any significant improvement in the catch on the sardines that have been spawned off Southern California and Baja California (chiefly the latter) since 1948.

The 1948 year class accounted for 65 per cent of the 1951/52 cacth. Some evidence indicates it may be a year class of major proportions, though so far it has not made an outstanding contribution (in numbers) to the catch. The 1949 year class is about one-sixth the size of the 1948 year class. The 1950 year class seems only slightly greater than the 1949 year class. It is too early to say much about the 1951 year class, though it seems only slightly better than the 1949 year class at present.

The outlook for the industry in the next two seasons is very bleak. It appears that unless the factor of availability operates so as to increase the catch of older fish, the industry, if it depends upon the sardine alone, must for the next two seasons subsist upon the smallest catches in a generation.

Scientists are just beginning to understand some of the major aspects of the fluctuations of the sardine population. More work will be necessary before definite prediction on variations in the catch at long range can be made.

The work of the California Cooperative Sardine Research Program has been undertaken by five scientific agencies under the direction of the Marine Research Committee of the California Department of Natural Resources. The five agencies are: California Academy of Sciences, California Department of Fish and Game, Hopkins Marine Station (Stanford University), Scripps Institution of Oceanography (University of California), and the U. S. Fish and Wildlife Service.

REGULATIONS

A proposal that legislation be enacted to give full regulation over the California sardine fishery to the State Fish and Game Commission and the Marine Research Committee was adopted by the Sardine and Mackerel Industry Advisory Committee in a recent meeting. This action is the result of what appears to be the most disastrous season in the history of the California sardine fishery.

Unanimous agreement by representatives of the fishermen, cannery workers, boat owners, processors, and sportsmen on the need for immediate sardine fishery management signaled the close of a year's debate over the issue of restrictive regulation, consistently sought by the State Department of Fish and Game. The request for such regulation was based on warnings issued by the department's specialists that the California sardine fishery was in a precarious position with poor prospects for the future.

The concern over dwindling supplies of Pacific mackerel and possible scarcity of anchovy and jack mackerel was indicated by the committee's inclusion of these fisheries also in the management proposal. It called for investment of full regulatory powers over the four species in the Fish and Game Commission, acting upon maximum-minimum season and bag limit recommendations of the Marine Research Committee.

Commission control will be asked for a two-year period starting with the 1953 season, the California Department of Fish and Game announced. All commercial fishing laws are now set by the Legislature.

The Marine Research Committee directs the study of the sardine life history and oceanic conditions affecting the supply. The investigations are made by scientists from the California Academy of Sciences, Department of Fish and Game, Hopkins Marine Station of Stanford University, U. S. Fish and Wildlife Service, and the University of California's Scripps Institution of Oceanography.

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PROGRESS & PRODUCTION

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This tank is said to give the same outstanding service as the very popular Neptune Display Tank now used by leading restaurants throughout the country. But it is all-new in design and built especially for heavy duty in the storage of lobsters in restaurants, hotels, food stores and seafood markets.

Automatic in operation, the Neptune Storage Tank constantly recirculates the water within the tank, cleans and refrigerates it. A center partition divides the tank into two compartments, thus will separate two shipments of lobsters of different sizes. A unique central water cooling system maintains the synthetic seawater at the proper temperature for lobsters.

Synthetic seawater is made by dissolving a special chemical supplied by the manufacturer—known as Neptune Salts—into fresh water. Once made, the water is continuously recirculated and needs changing about once every ten days. Healthy lobsters are guaranteed to live an average of two weeks, without need for feeding, in the Neptune Storage Tank. Available in various sizes.

ANTI-FOULING PAINT

A new anti-fouling paint—a perfect hard-racing, high gloss finish that allows for brilliant contrasting colors between topside, bottom and boottop, has been announced by the C. A. Woolsey Paint & Color Co., Inc., 229 E. 42nd St., New York City.

This new paint fulfills the need for a boottop and bottom coating that combines the features of brilliant color, high gloss and season long resistance to fouling. Available in brilliant red, green, blue and white . . . for striking color contrasts and combinations.

Easily applied, this new coating can withstand the onslaught of the elements and be scrubbed repeatedly without losing its attractive color and finish. Available at marine dealers everywhere.

NEW NAVICOTE PRIMER

A new product, Navicote Fiberglass Primer Surfacer, has been developed by Hart and Burns, Inc., Riverside, California, marine paint manufacturers, which is used as a primer surfacer in treating fiberglass applications on bottom and hull areas and insures proper performance of the finish painting system on such laminated fiberglass areas, according to Earl Huston, Jr., vice-president in charge of sales.

Fiberglass lamination performance in the marine field indicates exceptional possibilities as a perfect finish for wooden and plywood hulls. Single lamination gives a tensile strength of over 600 pounds per square inch and a small boat can be completely resurfaced in approximately four hours.

This primer surfacer is said to provide a positive seal and surfacer compatible with the laminating resins, producing an excellent surface to receive nearly all types of marine finishing systems and to eliminate the normal drab gray appearance of the natural figerglass color.

This new product of high resin content ends the problem of paint peeling from fiberglass. When used with Navicote Marine finishes a beautiful porcelain-like finish of excellent adherence and durability is obtained.

The Navicote Fiberglass Primer Surfacer dries with a hard, bright finish which is long lasting and extremely durable. It is available in a variety of primer colors to suit production methods and is marketed under code M-770.

Hart and Burns, Inc., are also the manufacturers of the famous Navicote Marine Finishes and Navicote Anti-Fouling Paints.

LISTER DIESELS

The National Supply Co. has announced that it is now sole distributor within the Continental United States for Lister Diesel Engines, manufactured by R. A. Lister & Co., Ltd., Dursley, Gloucestershire, Eng.

Arrangements to this effect were made following a recent visit to the United States by Sir Percy Lister, chairman of R. A. Lister & Co., Ltd., and a subsequent visit to England by F. Howard Kilberry, general manager of National Supply's Engine Division, Springfield, Ohio.

National Supply will promote the sale of Lister Engines in addition to its own Superior and Atlas Engines, replacing Lister-Blackstone, Inc., New York City, as United States distributor. Lister-Blackstone will continue to handle Lister Engine sales in Canada.

A close working association between the English and American companies, in regard to research, production and distribution, is provided for in the agreement.

Most of the Lister Engine dealers in the United States will be retained. In addition, Lister Engines will be marketed by sales offices of National Supply's Engine Division.

Particular emphasis will be put on the sale of a new line of Lister Diesel Engines known as the "Freedom Range," or FR, first announced in England in May, 1952. This FR line is made in 1, 2, 3, 4, and 6 cylinders, in a range from 8 to 54 horsepower.

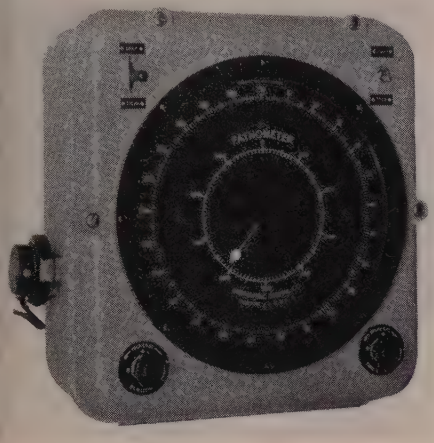
The engines, upon arrival in the United States, will be equipped with American accessories, such as starters, generators, radiators, clutches and marine gears. This is expected to minimize the service and replacement part problem. Parts for the engines will be stocked by Lister dealers and National Supply Engine Division branches.

Progress at Raytheon

NEW SALES PROMOTION MANAGER

The appointment of Donald W. Tait as manager of sales promotion has been announced by James J. Tynan, sales manager, Equipment Sales division, Raytheon Manufacturing Company.

Mr. Tait has a broad background of experience in advertising, merchandising and sales promotion. He was born in Springfield, Mass., and was educated at Phillips-Exeter Academy and Yale University. During the war he served with the 14th Fighter Group, taking part in the 1944 campaign in Italy. He will direct and coordinate all sales promotion activities for Raytheon's Equipment Sales division, with headquarters located at Waltham, Mass.



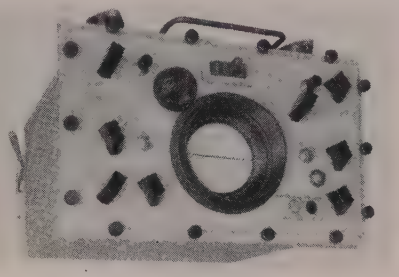
FATHOMETER

The 710 Submarine Signal FATHOMETER is a long range depth sounder with a visual range of 250 fathoms and an audible range of 1000 or more fathoms. See illustration at left.

The equipment is simple to operate, as easy as a home radio. The operator just throws the power switch and in a few seconds a flashing red finger light appears opposite the correct depth marking on the scale.

If the signal is weak, the sensitivity control can be adjusted just as the volume control is adjusted on a radio. Either the 250 fathom visual scale or the 1000 fathom audible range can be used.

In this latter range the receiver is placed to the ear and the returning echo can be heard distinctly, while the exact depth measurement is indicated on the dial. In a matter of seconds, depth measurements are available to warn of reefs or shoals.



Raytheon's SO Radar outfit . . . a converted Navy model.

ANCHOVIE TAKE

During the week ending February 14, deliveries of anchovies to Monterey canners, by vessels of the local purse seine fleet totaled approximately 1,850 tons, at an ex-vessel value of $42.50 per ton. These deliveries included 850 tons on February 13, the largest single day's receipts to date.

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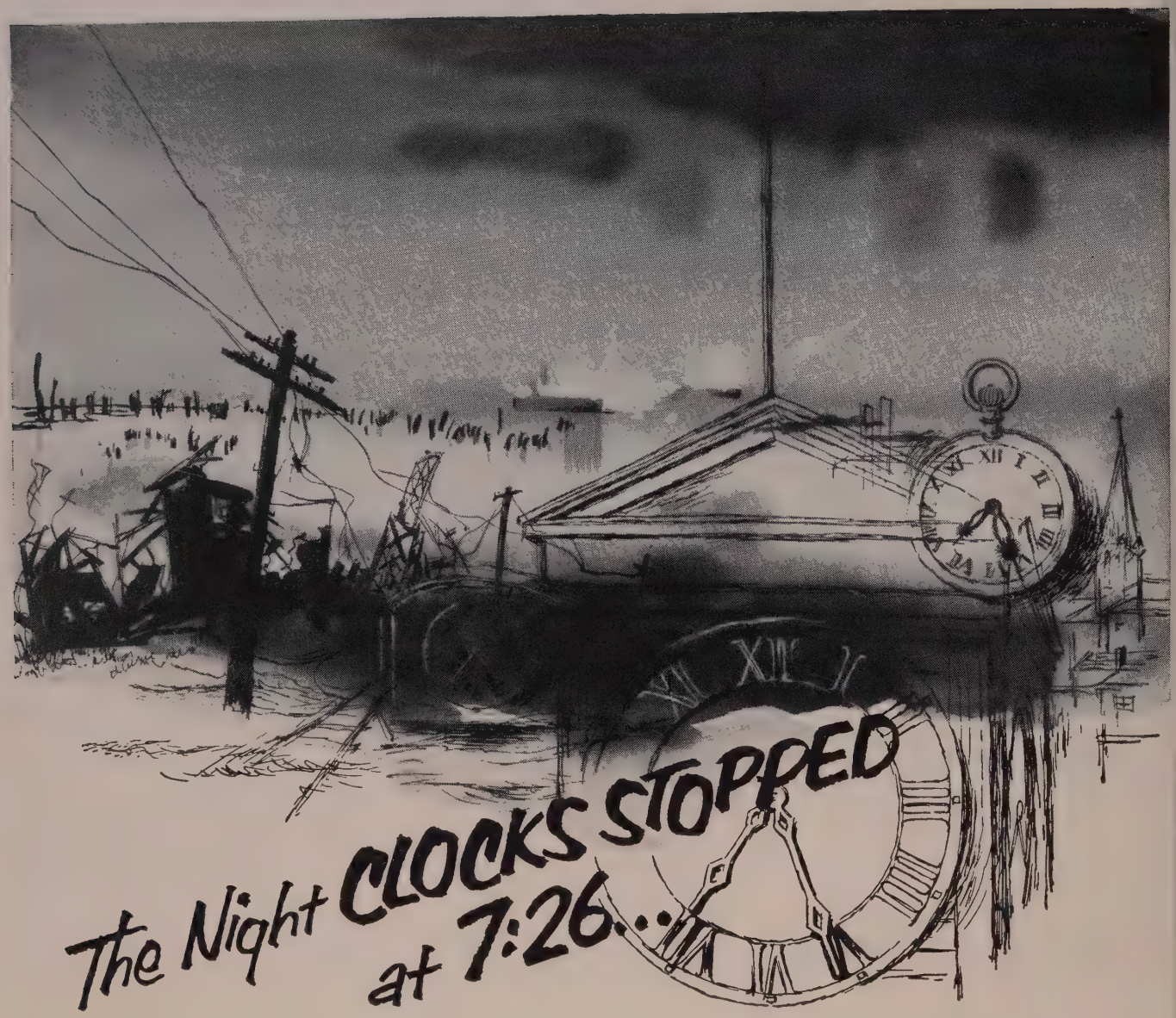

Some 9,500 people were in South Amboy, N. J., that drizzly evening in 1950. At the waterfront, longshoremen were transferring the last of 12 freight cars of ammunition to lighters that would carry it to a waiting vessel in Raritan Bay.

But the City Hall clock never got to 7:27—and the freighter's deadly cargo never got loaded. Explosions shattered windows over a radius of 12 miles; and hundreds of people looked at their arms and legs and saw that flying daggers of glass had stabbed them.

At dawn, 312 of the injured had been counted.

★ ★ ★

Such disasters have happened many times before in America. They could happen again. And *if* they do—and *when* they do—there must be blood plasma on hand to take care of the injured. For blood saves lives!

But blood cannot be mined or manufactured. It must come from the veins of healthy men and women. Men and women who feel concern for a suffering neighbor. So give blood—now!

Whether your blood goes for Civil Defense needs, to a combat area, or to a local hospital —this priceless, painless gift will some day save an American life!

A PUBLIC SERVICE PROJECT THE ADVERTISING COUNCIL

Give Blood Now

CALL YOUR RED CROSS TODAY!

National Blood Program

Business Executives!

✓Check These Questions!

If you can answer "yes" to most of them, you—and your company—are doing a needed job for the National Blood Program.

- ☐ Have you given your employees time off to make blood donations?
- ☐ Do you have a Blood Donor Honor Roll in your company?
- ☐ Have you set up a list of volunteers so that efficient plans can be made for scheduling donors?
- ☐ Have you arranged to have a Bloodmobile make regular visits?
- ☐ Has your management endorsed the local Blood Donor Program?
- ☐ Have you informed employees of your company's plan of co-operation?
- ☐ Was this information given through Plant Bulletin or House Magazine?
- ☐ Has your company given any recognition to donors?
- ☐ Have you conducted a Donor Pledge Campaign in your company?

Remember, as long as a *single* pint of blood may mean the difference between life and death for *any* American . . . the need for blood is *urgent!*

Know Your Seafoods

LARGE VARIETY OF DAILY MENUS

THE TUNA RESEARCH FOUNDATION

Tuna Salad Molds

TUNA SALAD SUGGESTIONS FOR YEAR 'ROUND SERVING

Individual tuna ring molds, with centers filled with appetizing chunks of tuna, are eye-appealing on a well rounded dinner table or as the salad course to an evening buffet. Try these appetizing molds. You'll find versatile tuna lends itself to all kinds of nutritious dishes with which you can treat your guests.

A tasty vegetable slaw, a hearty tossed salad, as well as Tuna Salad Molds, are all prerequisites to well-rounded meals.

Tuna Salad Molds

(Makes 6 servings)

- 1 package lemon-flavored gelatin
- 1 cup hot water
- 1 cup cold water
- ½ cup mayonnaise
- 1 tablespoon bottled or fresh lemon juice
- ½ teaspoon salt
- 1 7-oz. can solid-pack tuna, drained
- ⅓ cup chopped pimiento-stuffed olives
- 1 cup diced celery
- ¼ cup chopped green pepper
- 1 medium-sized cucumber, peeled and sliced thin

In a large bowl, dissolve gelatin in hot water. Add cold water, mayonnaise and lemon juice, mixing well. With a fork, break tuna into large chunks. Stir in remaining ingredients; mix thoroughly. Pour into 6 individual oiled ring molds. Chill until firm. To serve, unmold on salad plates and fill centers with additional tuna. Garnish with crisp salad greens.

SHRIMP COOKBOOK

How to Cook Shrimp is a new cookbook containing 14 pages of choice recipes developed and kitchen-tested by the Fish and Wildlife Service's home economists.

The tender and white-meated shrimp is rated as one of our most popular shellfish. As a result of modern fishery and marketing methods it is available —fresh, frozen, cooked, and canned—in all parts of the country.

The various kinds of shrimp marketed in the United States are the common or "white" shrimp, which is a greenish gray when caught; the brown or Brasilian shrimp, which is brownish red in its raw state; the pink or coral-colored shrimp; and the Alaska, California, and Maine varieties, which vary in color and are relatively small. Although shrimp range in color from greenish gray to brownish red when raw, they differ little in appearance and flavor when cooked. Raw shrimp are often called "green shrimp" in the retail stores.

Most shrimp marketed in the United States are sold fresh or frozen. Recently consumer-sized packages of frozen shrimp have become available in a number of sizes from 5 ounces to one pound.

Another recent development is the breaded shrimp which has been peeled, cleaned, and breaded, ready for frying.

Generously illustrated, *How to Cook Shrimp* is No. 7 in the Service's test kitchen series of fish cookery publications. It may be obtained individually or in quantity. Single copies, 15 cents. Quantity orders for 100 copies or more sent to one address are sold at a 25 per cent discount from the single-copy price. Order directly from the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

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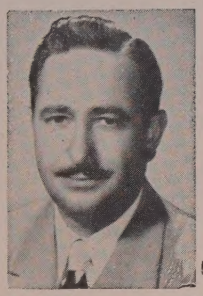

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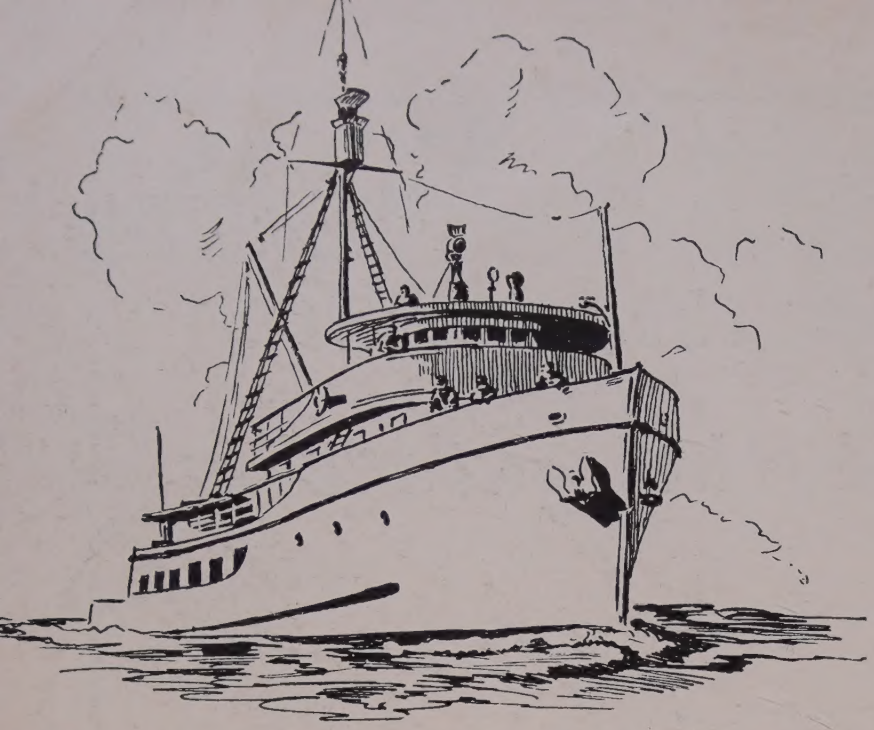

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